



Hongkong Daily Press.

ESTABLISHED 1857

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INTIMATIONS

BABY

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BY

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S. MOUTRIE & CO.,

LIMITED.

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[a301]

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A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Act, England.
Insurance in Force ... \$8,571,465.00
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[a351]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net
In Bags 250 lbs. net

SHEWAN, TOME & CO.,
General Managers.
Hongkong, 29th April, 1908. [a793]

SINGON & CO.

IRON, Steel, Metal and Hardware Merchants,
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Coke Importers, General
Storekeepers and Shipchandlers. Nos. 35 & 37,
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PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.
8.00 a.m. ... Every 15 minutes.
8.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.10 p.m. ... Every 10 minutes.
8.45 p.m. and 9.00 p.m. ... 9.45 to 11.30 p.m.
every 15 minutes.
NIGHT CARS.
8.45 p.m. and 9.00 p.m. ... 9.45 to 11.30 p.m.
every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.10 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 11.45 p.m.

SPECIAL CAES by arrangement at the
Company's Office, Alexandra Building, Des
Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 16th June, 1911. [a545]

[a144]



MITSUBISHI DOCKYARD AND ENGINE WORKS.

Al. A.B.C., Western Union, and Engineering Code used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condensing Condenser, Steam, Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.

Length on Keel-Blocks. Breadth at Entrance on Keel-Blocks.
3 Dry Docks (No. 1) ... 510 ft. 77 ft. 26 ft.
(No. 3) ... 350 ft. 53 ft. 24 ft.
1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.
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INTIMATION

A. S. WATSON & CO., LTD.

ESTABLISHED 70 YEARS.

WINE & SPIRIT MERCHANTS.

**Sir Robert
Burnett & Co.'s**

CELEBRATED

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**A. S. WATSON & CO.
LIMITED,**

ALEXANDRA BUILDINGS.

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NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VOUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JULY 26TH, 1911.

The seamen of Great Britain have had what the leader of their organisation describes as a "magnificent fight," and it cannot be denied that they have gained the victory. But Mr. HAVELOCK WILSON, in a speech he delivered to several thousand men at Glasgow at the beginning of this month declared that this fight was going to lead to a bigger fight. At the present time, he said, 45,000 Chinamen and Lascars are employed on British ships, and every year the number is increasing. During the past two years nearly 10,000 Chinese "blacklegs" had been imported into Great Britain. He declared as a policy, that within the next twelve months they must organise and prepare for a big fight with the object of preventing any ship on which Chinese and coolies were employed being loaded or discharged in any port in the United Kingdom. It was no use appealing to Parliament on this matter, he said; what was required was direct action. And the report adds that a resolution of sympathy with the seamen's movement was carried with enthusiasm. Now, a policy of this kind, it is obvious, will mainly affect Eastern shipping, though when Mr. Wilson uses the expression "Chinese and coolies" he presumably includes the negro element employed on ships engaged in the West Indian trade also. We fancy the British Seamen's organisation, and the dock labourers who will be chiefly affected, are likely to derive small advantage from a policy of this character.

Possibly in a few cases they may succeed in getting Chinese and Indian labour replaced by white labour on British owned ships, but it is manifest the net result of the contemplated boycott would be to cause, on the one hand, a great diversion of trade from British to Continental ports, and, on the other, it would give a tremendous fillip to the development of Asiatic mercantile shipping. The Government, for example, would be compelled to prevent by force, if necessary, any interference with Japanese shipping, and if a boycott were enforced against the British ships that are manned largely by Chinese and Lascars, the Japanese mercantile marine would stand to benefit enormously. Then we have the Chinese Government giving evidence just now of a desire to emulate Japan in the development of a mercantile marine. A company has just been formed with the object of buying a fleet to be employed in foreign trade. Could the British Government stand by and allow the seamen's and dockers' organisations to boycott any Chinese ship that may call at a British port? Clearly, a policy such as Mr. HAVELOCK WILSON has just declared is fraught with grave consequences not only to the trade and commerce of the United Kingdom, but to international peace and concord. After the experience of the last few weeks there can be no doubt about the ability of the seamen's and dockers' organisations to carry out the policy which their leaders have abominated, and intoxicated, as they are, with the victory they have just won, the leaders of the men may be expected to prepare with enthusiasm for the coming "bigger fight." While the present Government remains in power in the United Kingdom nothing is likely to be done to discourage an agitation which is simply anarchical in its objects, for we shall doubtless be told that it does not necessarily involve all the disastrous consequences to the British shipping trade with the East that we have indicated. In proof whereof we may expect to see cited, for example, the flourishing Blue Funnel line whose ships are manned by white seamen. But we presume from the wording of Mr. Wilson's declaration of policy that even these ships will not be unmolested, for they have Chinese stokers, and the organisation of which Mr. Wilson is the leading spirit, embraces firemen as well as seamen. In view of what has just been accomplished by this organisation, the declaration of policy just announced by the prime agitator and endorsed by a gathering of several thousand men at Glasgow, cannot be regarded as an idle threat, and we many count upon hearing a great deal more of the matter before another year has passed.

One case of plague was reported yesterday, bringing the total for the year up to 229.

The postponed water polo match between the K.O.Y.L.I. and the 87th Co. R.G.A. will be played in the V.R.C. bath this afternoon.

On Monday by the s.s. *Telemachus* 105 deportees arrived here from Saigon, and will be forwarded to their native places in China.

The body of a Chinese boy about 12 years of age was found in a box in Des Voeux Road on Monday. It is believed that death was due to natural causes.

Yesterday morning about 2.30 three men went into a house down West and after terrifying the women decamped with jewellery to the value of \$129. They were unarmed.

The steam launch *Wu Ying* while at Cheung-shawan on Monday had her anchor and several steel cramps stolen by some people who came alongside in a boat.

On page 6 will be found a short article referring to the trooping of the colour by the 1st King's Own Yorkshire Light Infantry next Tuesday on the Cricket ground, in celebration of Minden Day.

Lever Brothers (China), Limited, has been registered with a capital of £20,000 in £10 shares, to acquire the business carried on by Lever Brothers, Limited, of Port Sunlight, at Shanghai, and elsewhere in China.

A Chinese from Apilchan was brought before Mr. Hazelton at the Magistracy yesterday charged with throwing a bucketful of boiling water over his assistant cook and scalding him very badly. As the victim is still in hospital the case was remanded for a week.

One of the employees at Taikuo Dockyard was discovered placing two hand fuses on a launch with a view to stealing them. He was brought before Mr. Wood at the Magistracy yesterday and sentenced to three months' imprisonment and four hours in the stocks.

Some time ago it was announced that Rev. W. W. White, D.D., of New York would conduct a series of Bible lectures in Hongkong during the last week in August. Word has just been received from Dr. White stating that he will be unable to come to Hongkong.

A man who was found in a house in Des Voeux Road in the early hours of yesterday morning by some of the folks was chased and captured. He was found to have skeleton keys in his possession. Brought before Mr. Hazelton at the Magistracy later he was sentenced to two months' imprisonment.

The return of visitors to the City Hall Library and Museum for the week ending the 23rd July, 1911, shows that of non-Chinese there were 405 to the Library and 159 to the Museum, and of Chinese 166 to the former and 2,242 to the latter. The Library was, therefore, used 571 per cent and the Museum by 2,401.

Sanitary inspector Allen proceeded against Pastor Muile of the Be Liu Mission, No. 1, High Street, for keeping a ferocious dog. It was stated that on July 18th the animal bit a Chinese girl on the leg and inflicted a lacerated wound. Mr. Wool, before whom the case was heard, ordered the dog to be destroyed within a week, otherwise he would inflict a fine and order the destruction of the animal. The case was accordingly adjourned in order to allow of the dog being done away with.

At the Magistracy yesterday afternoon before Mr. J. R. Wood the re-hearing of the charge against the Wing On Company for exposing for sale tins of condensed milk not properly labelled, which had been dismissed by his Worship, took place. Mr. Bowley, who appeared in support of the prosecution, quoted the case of a man who had been fined under similar conditions. His Worship decided to enter a conviction, but ordered the defendants to be bound over in the sum of £50 to come up for judgment when called upon.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

July 24th.

SLAVERY IN KWONG TUNG.
Although some time ago an Imperial Edict was issued doing away for ever with slavery in the Chinese dominions, little notice has been paid to it in this province, and bondmen and bondwomen are still numerous, especially in the Nam Hui, Pui Yu, Suan Tak, Szei Wai and Heng Shan Districts. The slaves have, as a matter of course, got to hear of the Edict and are clamouring for their freedom. Moreover, in many cases where the Edict has been obeyed the freed slaves have taken revenge on their former owners for years of ill-treatment and oppression, and many cases of murder, arson and robbery committed by these emancipated slaves have occurred. The state of affairs arising out of this question has for some time occupied the attention of a Nam Hui resident named Chan Kai-shiu, who has formulated eight regulations which he believes will solve the difficulty. The Viceroy has received these, and, highly approving of them, has passed them on to the Law Commissioner to be put into operation. They are as follows: (1) All those bondmen who have not yet received freedom should be set free at once. They should receive all the privileges of citizens, and, in the eyes of the law, be equal to their former masters. (2) Having been set free, the bondmen must, at once give back to his master the field he formerly tilled and the house he formerly lived in. He will then be at liberty to return to his ancestral village or any other place he desires, or to set up as a trader or pursue any occupation he may wish to follow. (3) Those having been set free must on no account conspire with other freed slaves against their former masters. Any freedman found guilty of such conduct should be most severely punished. (4) Persons of the same seng (surname) as the freed slaves should not recognise them as their slaves for the purpose of troubling their former owners or engaging in clan faction fights. Should any person be found so doing he should receive drastic punishment. (5) Masters and freed slaves should be encouraged to dwell together in harmony. In all possible cases the freedom should be encouraged to remain with their former masters, tilling the same fields and inhabiting the same cottages, but as paid labourers. (6) The village elders should be called upon to explain the Emperor's humane Edict both to the slaves and their owners, that all may see the justice, wisdom and benevolence of His Majesty's praiseworthy action. (7) Local officers should interest themselves in the well-being of the freed slaves. They should also bring pressure to bear on those owners who are unwilling to obey the Imperial Decree. (8) All disputes arising between masters and freed slaves should be settled by the local officials, who should use the utmost tact to prevent disturbances being caused.

GUN RUNNING.

The oiler who is endeavouring to drive out the bad characters from the Ko Ming District reports a strange occurrence at a place on the river called Tai Ping Shui. It appears that a large steam launch with a black funnel was lying off this place ostensibly to sell cigarettes. It was reported to the oiler, however, that this launch was owned and manned by certain of the Sam Hop Wui, or Triad Society, and that the vessel was laden, not with cigarettes, but with repeating rifles. Members of the Society on shore were able, by means of secret passwords, to obtain access to the vessel and buy the guns. Cartridges were also being sold at \$5 per box. This news has been reported to the Viceroy, who has asked the Customs authorities to clear up the mystery of the arms being landed in the country.

AN ANNIVERSARY.

The anniversary of the death of the Emperor Kwong Si last year, was marked by the closing of the theatres and a ceremonial service which was held in the Ming Hua Tang Building. This year the day was entirely without celebration of any kind, and Kwong Si appears to have passed from the memory of man. One of the papers in an article on this contrasts the attitude of the Cantonese towards the late Emperor and that of the English in the way they commemorate the late Queen Victoria on Empire Day.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE CRISIS IN GREAT BRITAIN.

EXCITING SCENES IN THE HOUSE OF COMMONS.

London, July 25th.

The House of Commons was animated and excited yesterday. When Mr. Asquith entered Ministerialists rose, cheered and frantically waved handkerchiefs. Mr. Balfour received as great an ovation on entering.

LATER.

A Court Circular has been issued stating that the King has postponed his visit to Goodwood on account of the crisis.

Many Unionists are signing a memorial to Mr. Asquith regretting their personal courtesy at yesterday's scene, which was prearranged by a group of irreconcilables.

THE HABSBURY BANQUET.

London, July 25th.

The organisers of the Habsbury banquet state that 120 Peers and 100 Commoners, including Mr. Austen Chamberlain, will attend. A strong letter will be read from the Rt. Hon. Joseph Chamberlain.

Lord Lansdowne has sent letters to his followers requesting them to state whether they are in favour of his policy, and 110 have signified assent.

AUDIENCES WITH THE KING.

London, July 25th.

First Mr. Balfour and Lord Lansdowne and then Mr. Asquith had audiences with the King at Buckingham Palace yesterday.

GERMANY AND MR. LLOYD GEORGE.

London, July 25th.

A message from Berlin states that an officially inspired article now appearing in the newspapers is most bitter against Mr. Lloyd George's speech, which it describes as an inadmissible interference with negotiations of which he cannot know the nature, and states that the advice is in the form of a threat which cannot be tolerated.

AUSTRALIAN PREMIER'S EXTRA-ORDINARY UTTERANCE.

London, July 25th.

Mr. Fisher, the Australian Premier, in the course of an interview in the *Review of Reviews*, is reported to have said:—We are not an Empire. We are a very loose association of five nations, each independent, but each for the time being in fraternal co-operative union with the others, but only on condition that if at any time for any cause we decided to terminate the connection no one dare say us nay. There is no necessity for us to say we will or will not take part in England's wars. If we were threatened we should have to decide whether we would defend ourselves or whether if we thought the war unjust and England's enemy right we should haul down the Union Jack, hoist our own flag, and start on our own.

The Sydney daily newspapers deplore and repudiate Mr. Fisher's statements, and declare them to be a gross misrepresentation of Australian spirit and a perversion of his office.

MR. ASQUITH'S SPEECH.

Mr. Asquith's interrupted speech has been communicated to the Press. It criticised the Lords' amendments in detail, which, taken as a whole, amounted to a rejection of the Bill and a flat negation of the decision of the country. In justification of the resort to the prerogative of the Crown as constitutional, he quoted the precedent of 1832, detailing the history of the First Reform Bill to show the identity of the present procedure. He need scarcely say that they did not desire that the Royal prerogative should be exercised, and he should trust that the necessity might be avoided. There was nothing derogatory or humiliating to a great party in admitting defeat. Nobody asked them to accept the defeat as final. They had only to convince their countrymen that they were right and the Government were wrong, and they could repeal the Bill. Believing that the chances of a satisfactory issue might thereby be improved, he did not propose that day to ask the House to take any action as regarded the Lords' amendments, but to adjourn the debate.

LATER.

The Liberal papers denounce the display as one of "impotent impudence," and consider that the comments of the Conservatives are indicative of a party split.

DAILY MAIL AVIATION PRIZE.

London, July 25th.

Seventeen competitors started from Hendon towards Edinburgh. Vedrines reached the Scottish Capital in exactly seven hours, and Beaumont in 7 hours 20 minutes, including the compulsory landings of half an hour each at Harrogate and Newcastle. The Englishman Valentine reached Edinburgh in 12 hours. The remainder broke down at various points.

DROUGHT BREAKS IN BRITAIN.

London, July 25th.

Rain fell yesterday evening, ending a twenty-four days' drought in the South of England.

PERSIAN AFFAIRS.

London, July 25th.

It is reported from Tehran that the Majlis has voted the removal of Premier Sipahdar from the Cabinet, and that a number of reactionaries have been arrested.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE UNIONIST SPLIT.

London, July 25th.

Mr. Balfour postponed his important speech to City Conservatives to-day. The *Morning Post* says the postponement was the result of a disagreement among the committee as to the terms of the resolution which it was intended to submit to the meeting, and the growing dislike of white flaggers, who might be provoked to angry scenes.

LATER.

A Court Circular has been issued stating that the King has postponed his visit to Goodwood on account of the crisis.

Many Unionists are signing a memorial to Mr. Asquith regretting their personal courtesy at yesterday's scene, which was prearranged by a group of irreconcilables.

THE HABSBURY BANQUET.

London, July 25th.

Constantinople messages report that the fire has been raging for fourteen hours and that two square miles have been devastated. It is roughly estimated that over 5,000 houses have been destroyed. The fire is the worst that has taken place there since that of 1870. The General Staff building has been burnt. There are rumours that the fire is the work of political incendiaries, as it broke out at several points.

LATER.

The Minister of War was injured yesterday by the fall of a burning beam.

A fresh fire occurred to-day at Balata, a wood-built quarter of the city. It has been raging fiercely for five hours.

LATER.

The bluejackets of the English, German, French and Italian guardships worked with pumps, and were most active in fighting the flames and in the work of rescue.

The Balata quarter, the population of which is mostly Jewish, has been destroyed.

CANADIAN PREMIER ON RECIPROCITY.

London, July 25th.

In the House of Commons at Ottawa Sir Wilfrid Laurier announced that while England ordered the preparations for a general election on the reciprocity question, he was confident that the verdict would be in favour of the agreement.



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.THE SAME TO-DAY AS IN
1745.BEWARE OF
IMITATIONS.SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

[56]

NOTICES TO CONSIGNEES
NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex.s.s. "Moresa."
From Persian Gulf, ex.s.s. B. I. S. N.
& B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 26th inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Goods down for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUTTAS, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 20th July, 1911. [1]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 26th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned
DAVID SASSOON & CO., LTD.
Agents.

Hongkong, 24th July, 1911. [1968]

HEALTHY LIFE IN CHINA.

Punch's old adage, but nevertheless true, saying: "Is Life worth Living?"—That depends upon the liver," applies more to residents in China than to anyone else—only those who suffer know how very much more. And yet there is no reason why this should be so, why a man should not be just as fit in China as in the home country. The majority of those who come out do not regulate life in accordance with the changed conditions of tropical countries. To be well and to keep well requires the greatest care and discipline. In a country like China, where the extreme heat makes so enormous a difference to the functions of the human body, it is essential to life that the requirements of the body should be regulated with more than ordinary care. But if we keep the digestive organs healthy and the nerve machine in good working order, one can be as well and healthy in the tropics as in Pictorial. And we can do so, for medical science has evolved a substance that, whilst easily digested, contains in happy combination the two vital properties for nourishing the body and for stimulating and feeding the nerves.

Sanatogen, the nerve food, is almost universally recognized by medical men as a true scientific food. Readily digestible—so much so that it is used in the acute stage of typhoid fever as practised by many physicians—with a high nutritive value, almost every atom of it being absorbed and assimilated, rich in the necessary element of all the tissues of our body phosphorus. Sanatogen forms at once an almost perfect and complete diet for the low-power system which most residents in China possess. Used in time it will prevent that devitalisation of nerves and indolence of digestion, respiration, circulation, etc., which all dwellers in tropical climates know and dread so much.

Mr. Hall Caine extols its virtue:

"Whitehall Court,
London, S. W."

"My experience of Sanatogen has been that it is a tonic nerve food it has on more than one occasion done me good."

Hail Caine

Even when one of the numerous insidious tropical diseases has gained foothold, Sanatogen, according to medical testimony, is a power with which to dislodge the foe, if scientific theory and actual practice in the cases of enteric and other fevers have any weight at all. The author of a paper in the "Indian Medical Gazette," December, 1906, entitled, "The Maintenance of Health in Tropical Climates," states this opinion: "For residents in tropical climates, suffering from general debility, the best and most readily assimilable food in a combination of casein with glycerophosphates. This cannot be prescribed as an ordinary mixture, pill, or powder, but for some years past I have used the preparation known as Sanatogen, which is composed of 95 per cent. of pure casein and 5 per cent. glycerophosphate of sodium. I have used Sanatogen on a large scale, and have every reason to be satisfied with the results obtained."

This is only one of over 14,000 written endorsements from physicians. If any further proof were required, it is to be found in the vast number of letters from distinguished men and women who have themselves derived benefit from the use of Sanatogen.

Madame Sarah Grand, the distinguished authoress, writes: "10, Grove Hill,
Tunbridge Wells.

"I am glad to be able to tell you that Sanatogen has done everything for me which it is said to be able to do for cases of nervous debility and exhaustion. I began to take it after nearly four years' enforced idleness from extreme debility and felt that benefit almost immediately. And now, after taking it steadily three times a day for twelve weeks, I find myself able to enjoy both work and play again, and also able to do much of both as I ever did."

Sanatogen

Sanatogen, which is a fine white powder, is put up in bottles, and can be obtained from all chemists.

An engrossing booklet, containing matters of vital importance to well-being in the Tropics has recently been issued. It is from the pen of a physician long resident in the Tropics, and is entitled, "How to keep well in tropical climates." It should be in the hands of all desirous of knowing how to get well and keep well. A copy can be obtained, free of charge, from Messrs. A. S. Watson & Co., Hongkong, from whom also Sanatogen can be purchased. Send a postcard to-day, mentioning the "HONGKONG DAILY PRESS."

[105-206]

Analysis PROVES that

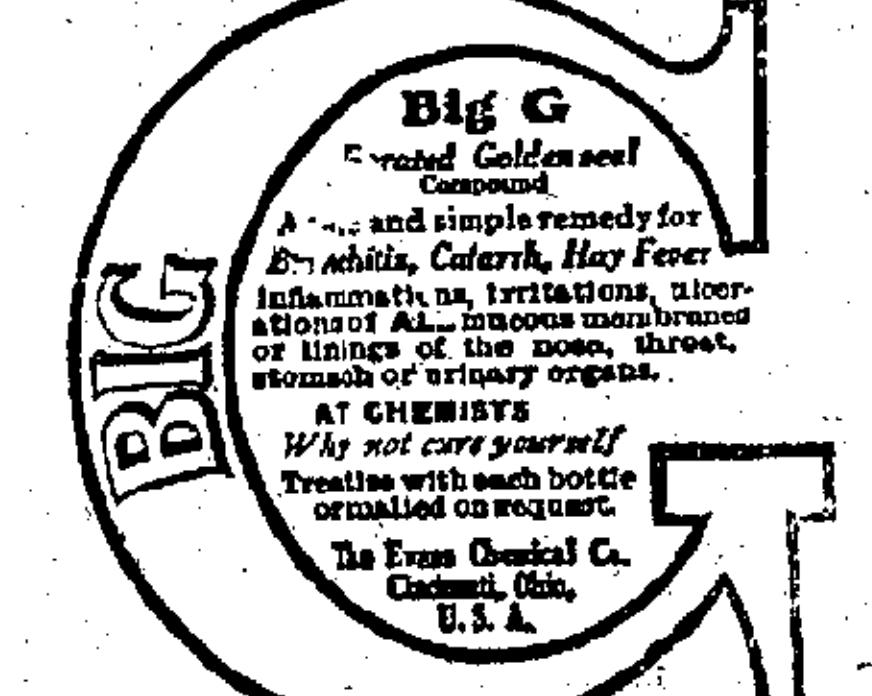
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are Scotland's Best—Enormously increased in food value by the addition of Plasmon "Lancet."

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PLASMON is used by the ROYAL FAMILY

Plasmon, Ltd., London, Eng.

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KEATING'S
WORM TABLETS

A purely Vegetable
Sweetened
Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for Intestinal or Thread Worms. Perfectly safe, mild, and especially adapted for children.

To be obtained of your Chemist,
Druggist, or
M. & J. KEATING,
London, Eng.

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HONGKONG, CANTON AND SOUTH CHINA
AND FORMOSA.

533-7

MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH
Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p., Comdr. A. Lowndes, Weihaiwei.
Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain E. H. Kiddle, Weihaiwei.
Atlas, admiral, 615 tons, 1,400 h.p., Master S. West, Hongkong.
Bramble, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. B. G. Washington, Shanghai.
Briton, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. J. M. Barker, Shanghai.
Cedima, British sloop, 1,070 tons, h.p. 1,400, fd. H. Lyons, en route to Hongkong.
Cherub, water tank and tng, 390 tons, h.p. 340, Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, h.p. 1,400, Comdr. H. R. Yeale, Shanghai.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 4,700 h.p., Lt.-Comdr. H. S. Monroe, Weihaiwei.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Weihaiwei.
Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong.
Hart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lt.-Comdr. Hoa Guy Stopford, Hongkong.
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M. B. R. Blackwood, Weihaiwei.
Kent, armoured cruiser, 9,800 tons, 14 guns, h.p. 22,000, Capt. S. S. J. Farquhar, en route to Weihaiwei.
Kinsha, river gunboat, 616 tons, h.p. 1,200, Lieut.-Comdr. T. J. S. Lynn, Yangtze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. B. O. M. Davy, Sandakan.
Minotaur, armoured cruiser (flagship), Vice-Admiral Sir A. L. Winship, K.C.B., C.V.O., C.M.G., 14,600 tons, h.p. 27,000, Captain G. C. Cayley, Weihaiwei.
Monmouth, armoured cruiser, 3,800 tons, h.p. 22,000, Captain L. E. Power, M.V.O., Weihaiwei.
Moore, river gunboat, 180 tons, 2 guns, 600 h.p., Lieut.-Comdr. G. P. Leith, West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, Captain George P. E. Hunt, D.S.O., Weihaiwei.
Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Claude Hillerden-Woodward, R.N., Yangtze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Comdr. Lambe, Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Commo A. O. Douglas, West River.
Rosario, depot ship for Submarines, 900 tons, h.p. 1,900, Lt.-Commr. N. E. Archdale, Hongkong.
Sandwich, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. J. Southby, West River.
Saipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.
Taku, torpedo-boat destroyer, 305 tons, h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyles, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut.-Comdr. H. J. Buchanan, Yangtze.
Thistle, gunboat, 70 tons, 900 h.p., Lieut.-Comdr. M. B. Baillie-Hamilton, Hongkong.
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 h.p., Lieut.-Comdr. Harold D. Adair-Hall, Weihaiwei.
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. R. L. Hancock, Singapore.
Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Weihaiwei.
Wideye, gunboat, 195 tons, 2 guns, 800 h.p., Comdr. M. H. Wilding, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. B. R. Brooks, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. F. A. Mulock, Yangtze.
Submarines:—
No. 36, Geoffrey Herbert, Lieut.-Commr. No. 37, A. A. L. Fenner, Lieut.-Commr. No. 38, J. E. A. Codrington, Lt.-Commr.

AUSTRIAN

Kaiserin Elisabeth, Austrian protected cruiser 4,000, Fregattenkapitän Oskar Hahn, Northern Waters.

Panther, third class cruiser, 1,530 tons, Fregattenkapitän, Theodor Skerl Edl. von Schmidt-Salm.

FRENCH

Achéros, armoured gunboat, 1,330 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.

Alger, 2nd class cruiser, 4,320 tons, 22 guns, 5,000 h.p., Commandeur Fournier, Hongkong.

Alosa, gunboat, 505 tons, 7 guns, 401 h.p., Commander Badin, Saigon.

Argo, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Audouin.

Baloufie, gunboat, 140 tons, Reserve, Saigon.

Cimarron, gunboat, 134 tons, Reserve, Saigon.

Decade, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Linhart, Shanghai.

Dupleix, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p., Desir, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.

D'Therville, gunboat, 121 tons, Reserve, Haiphong.

Estre, gunboat, 70 tons, 60 h.p., Lieut. Combat, Saigon.

Frede, destroyer, 300 tons, 7 guns, 6,300 h.p., Saigon.

Henri Rivière, river gunboat, 150 tons, 6 guns, 162 h.p., Haiphong.

Lyne, sub-marine, 70 tons, 6 h.p., Lieut. Marr, Saigon.

Monteau, armoured cruiser, (flagship) 8,267 tons, 36 guns, 19,600 h.p., Bear Admiral de la Croix de Castries (Commander-in-Chief).

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Documents translated from or into Classical or Colloquial Chinese.

MINDEN DAY.
NEXT TUESDAY'S PARADE

On Tuesday next, August 1st, the 1st King's Own Yorkshire Light Infantry celebrate Minden Day by a Parade and trooping of the Regimental Colours on the Hongkong Cricket Club Ground at 9.30 a.m. H.E. the Governor will take the Salute.

No invitations are being issued for the Parade, but there will doubtless be a large gathering of the public to witness the interesting ceremony.

The men of the regiment wear roses on the occasion, commemorating the fact that as the regiment marched through a rose garden on the way to the battle of Minden, the men plucked roses and stuck them in their headresses.

The Battle of Minden was fought on the 1st of August, 1759, the commander of the French forces being Marshal Contades, and of the allied Prince Ferdinand of Brunswick.

The British troops—six regiments of Infantry and some cavalry—were under Lord George Sackville. Minden is a small town on the banks of the Weser, in Hanover, and was then the scene of one of the most celebrated of the Seven Years' War. The part played by the regiment was as follows:—"About 7 o'clock the 6 Battalions of 8 Companies in each about 20 strong—in the two brigades formed to the right marching up by sub-division, in front, all formed upon the plains of Minden. Under a heavy cannonade, they were opposed to a formidable body of cavalry of the best troops of the French service. The first brigade consisted of the 12th, 23rd and 37th, under Major General Von Leidwege, and the 2nd brigade, the 20th, 25th and 51st, under Major General Kingley. The 51st (1st K.O.Y.L.I.) were in the centre. The two brigades marched forward and repulsed a very vigorous attack of the French cavalry; on their retreat a second column of cavalry charged furiously, but the first line of the British troops opened, let the cavalry through, closed, went to the right about, and got the enemy between two fires, each line firing high an killing, wounding, or making prisoners the greater part of the cavalry which made the charge. The two brigades then formed one line, and repulsed a flank attack made by a Saxon Corps. The six British Regiments lost in the battle out of 4,000 men, 11 Officers, 110 Sergeants, 1 drummer, and 269 rank and file killed; and 51 Officers, 41 Sergeants, 11 drummers, and 91 rank and file wounded.

Prince Ferdinand of Brunswick was at a General Parade complimented the British troops on their valour, and said that the victory was in a great part due to their gallantry.

Marshal Contades, the French commander, when he saw the advance of the six British Regiments, said:—"I have seen what I could never have believed to be possible, unbroken cavalry charged and beaten by infantry."

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KUMERIC	11,000	G. B. McGill	26th September

To be followed by other Steamers of the Company at regular intervals.
Calling at AVON and KEELEUNG if sufficient inducement offers.
The BANK LINE Steamers are of the newest design, have most commodious accommodations, and are fitted with Electric Light and Wireless Telegraphy.

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INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE
QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH
AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

PROPOSED SAILINGS.

FROM HONGKONG:

FROM COLOMBO:

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

CONFERENCE—WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on through Bills of Lading from HONGKONG to RIVER PLATE
Ports transhipping to CONFERENCE—WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGKONG:

FROM CALCUTTA:

(End August)

(End September).

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Abarane Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown apply to—

ANDREW WEIR & Co.,

(THE BANK LINE AGENCY),

KING'S BUILDING (Fourth Floor).

173

SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION

STEAMERS

DATE OF SAILINGS.

SHANGHAI, YOKOHAMA, KOBE & MOJI "YEDDO" About 3rd August.

For Freight and Further Particulars, apply to—

TELEPHONE NO. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

46

YORK BUILDINGS Top Floor

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGECASTERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND
MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and
all Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic and Pneumatic
Tools, installed throughout the Works

50-TON HYDRAULIC TESTING MACHINE
FOR CHAINS, WIRE ROPE, RIVETS
AND METAL SPECIMENS.

TAIKOO DOCK YARD & ENGINEERING CO.
OF HONGKONG, LIMITED.
TAIKOO DOCKYARD, HONGKONG.

GRAVING DOCK

787 x 38' x 34' 6"

Pumps empty Dock in 23 hours.

THREE PATENT SLIPWAYS taking vessels
up to 3,000 tons displacement, providing conditions
for painting ships with most efficient results.100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD
CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
Dockyard Manager Mr. J. Reid, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office
MANAGERS AND AGENTS,

BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJILIWONG	—	—	SHANGHAI	Second half of July
TIJIPANAS	—	—	JAVA	Second half of July
TIJIBODAS	JAPAN	Second half of July	JAVA	Second half of July
TIJIMAH	—	—	JAVA	First half of July
TIJIKINI	JAVA	First half of Aug.	JAPAN	First half of Aug.
TIJILATJAP	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TIJITARGEM	JAVA	Second half of Aug.	SHANGHAI	Second half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong 24th July 1911.

BEAUTY DOCTOR'S PROFITS.

WOMEN WHO EARN £500 A MONTH.

A "beauty specialist's" action against a wealthy American lady caused a good deal of amusement in Mr. Justice Bray's court last month and interesting evidence was given as to the profits made in this particular type of business.

Plaintiff was Mrs. Helena Titus, who carries on business at Grafton-street, W., and in Australia and New Zealand, under the name of Helena Rubinstein & Co. She sued Mrs. Louis Winterfeldt, of Fifth Avenue, New York, for inducing one of plaintiff's assistants, Miss Dora Stock, to break her contract of employment with Mrs. Titus, and for the alleged detention of Miss Stock from the plaintiff afterwards. The defendant denied that she induced Miss Stock to leave plaintiff's service, or that she afterwards detained Miss Stock. Alternatively, Mrs. Winterfeldt pleaded that what had been done was with the consent of the plaintiff.

On behalf of Mrs. Titus, Mr. Walker, K.C., said Miss Dora Stock became an employee of the business in 1906, and agreed to remain for three years. Mrs. Winterfeldt became a customer of the firm, and when, at the end of 1908, she contemplated returning to America, she arranged to take Miss Stock with her for three months, and to pay plaintiff £150 a month for her services. Mrs. Titus went with her husband to Australia, and afterwards to Vancouver, and hearing that Miss Stock had not returned to London went to see her, but the only result was tears on the part of Miss Stock.

In March, 1909, counsel added, a letter was sent to plaintiff in London in which Miss Stock said:

"You said to me on leaving that Mrs. Winterfeldt would want to keep me. This morning she has made a most generous offer which I would like to accept. She says she likes me so much she would like to keep me as secretary. She offers me £250 a year, all expenses paid, and three months' holiday a year to go to England if I want to. I am not sure what this means to me. If I want to travel everywhere with Mrs. Winterfeldt. You know what this means to me. If you very much want me to return of course I shall do so, but in that case will you take me?"

While in America, counsel said, Mrs. Titus had tried to get Miss Stock to return, but she would not come. In reply to a letter from the plaintiff, Mrs. Winterfeldt wrote:

"The matter of Miss Stock going to you or remaining with me is a matter between you and her, and I remember her saying that if you wished her to return the world would pack up and return by the next steamer."

JUDGE'S MOUTH WATERED.

Mrs. Titus, in her evidence, said Miss Stock was g. t. t. a. week when she left for America. She did not acquit in the defendant of keeping Miss Stock. During the following London season she was short-handed at Grafton-street, and had to refuse work. An assistant would earn from £90 to £250 a month.

The Judge: This makes one's mouth water, you know. (Laughter.) Why did not you immediately get an assistant and try to teach her?—It is very difficult. I engaged lots of people after Miss Stock, but I had to send them away because they were useless.

In reply to Mr. Lester (for the plaintiff), Mrs. Titus said the cheapest treatment was a guinea, and they went up to about six guineas.

In cross-examination by Mr. F. E. Smith, K.C., witness said she had five complexion assistants earning £100 each week. Questioned as to the net profit, she said that in the Chinese treatment the creams would cost a few shillings; they were very expensive. Girls entering the business usually started at 5s a week unless they paid a premium.

Mr. Smith: It is quite common then, for you to pay from 7s. 6d. to £1 a week to an assistant who is earning £1.00 or £900 a year? Witness: It is not all profit.

Are you bringing this action because Miss Stock did not want to come back to 7s. 6d. a week instead of £250 a year?—Yes. She could not have got the £250 unless she had less of my business.

But she would not know the secret of your wonderful creams?—She could continue the treatment.

Still, it would not be so effective without those wonderful creams?—Miss Stock took enough cream to last for two years. (Laughter.)

Mr. Langlois, an accountant, with regard to the takings at Grafton-street, said that in 1909 the sales of preparations amounted to £12,623, and the takings from treatment to £1,095. The weekly average for the nine months ending June, 1910, was about the same.

Mr. F. E. Smith argued on behalf of the defendant that financially it did not matter one brass farthing to Mrs. Titus whether Miss Stock stayed in America or returned to London.

Mr. Winterfeldt and Miss Stock having given evidence, the jury returned a verdict for the defendant, and judgment was entered accordingly. Stay of execution was refused.

CHINESE STUDENTS IN AMERICA.

Some interesting information regarding Chinese students in the United States is implied by the "Agency Extreme Orient." The constant increase of their numbers led to the organization of a Chinese Alliance, whose efforts have had very happy results. For five years now it has published a monthly review in English called "The Chinese Student" and an annual report. Each summer a congress of the students is organized, and a school for the poorly educated Chinese and their children has been established in so-called city, where English, the Chinese mandarin language, and mathematics are taught and to some are given on diplomatic, commercial, hygiene, geography, etc. The latest activity of the Alliance consists in collecting funds for Chinese naval reorganization. Each student is to contribute a variable sum monthly until the necessary funds have been raised for the construction of a man-of-war which will be offered to the Government. There are at present some 65,000 students in the United States, 4,000 or 5,000 are men and 52,000 are women in the universities, 72 in the professional institutes, 23 in the colleges, 39 in preparatory schools for the university, and 193 in other high schools. The majority of them devote themselves to technical studies. They may be again divided into 443 students who pay for their own studies; 207 by the Government, 68 by various Chinese governmental institutions, 37 by missions, and 35 by private institutions. The average age of the women students is 25 years, and of the male students 4 years. N. Y. Daily News.

WEATHER REPORT.

On the 25th at 12.10 p.m.—The depression lying to the Westward of the B. Martang Channel appears to be moving very slowly, probably Northwards.

The typhoon over the Pacific is moving Northwards to the N.E. of the Loochow.

The depression lying over Manchuria yesterday is moving into the N.E. part of the Sea of Japan.

A depression is shown also over the Lower Yangtze Valley.

Pressure is relatively high over the S. part of the China Sea.

The barometer continues to fall over Formosa and S. China.

Rough weather must still be expected over the N.E. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.
Hongkong & Neighbourhood N.W. winds, moderate; fair.

Fornosa Channel N.E. winds, moderate to strong.

South coast of China between N. winds, moderate.

Hongkong and Lamook N. winds, moderate.

South coast of China between Same as No. 1.

Hongkong and Hainan Same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

July 24th—AT A.M.

Station	Hour	Barometer	Temperature	Wind
W. Stock	7 a.	29.41	67	WNW
Nomura	6 a.	29.35	—	S
Hokkaido	—	29.54	—	SE
Tokio	—	29.67	—	O

SHIPPING

ARRIVALS.

CALCAS, British str., 6,749, Rodway, 25th July—Shanghai 22nd July, General Butterfield & Swire.
HAIMUN, British str., 641, A. H. Stewart, 25th July—Swatow 24th July, General Dong-las, Lepniak & Co.
HANGHOU, British str., 999, Byers, 25th July—Nevschwang 17th July, Coal—Butterfield & Swire.
KWONG-SANE, British str., 1,956, W. F. Richard, 25th July—Shanghai and Swatow 24th July—General—Jardine, Matheson & Co.
PEKING, British str., 2,743, A. Lockett, 25th July—San Francisco 23rd June, Mail and General—Pacific Mail S.S. Co.
PRINCESS ALICE, German str., 6,629, P. Gross, 25th July—Yokohama 15th July, General Melchers & Co.
SOSHU MARU, Jap. str., 25th July—Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
25th July.
HAIKAN, British str., for Swatow.
Hanoi, French str., for Haiphong.
Hongkong, French str., for Pakhoi.
Invercargill, British str., for Mauritius.
Kwongtung, British str., for Canton.
Triumph, German str., for Haikow.
Princess Alice, German str., for Europe, &c.
Yathing, British str., for Saigon.

DEPARTURES.

25th July.
BINGO MARU, Japanese str., for Singapore.
BUCHELAUS, British str., for Tyltai.
CANADA MARC, Japanese str., for Keelung.
CHONGMING, British str., for Canton.
CHIHLI, British str., for Amoy.
FUGU MARU, Japanese str., for Kobe.
HAIYANG, British str., for Swatow.
JOHANN, German str., for Haiphong.
LOONGHOON, German str., for Canton.
MENZELAS, British str., for Liverpool.
PERHA, Austrian str., for Trieste.
SABIN, DICKENS, Dutch str., for Foochow.
SIAU, British str., for Shanghai.
TABUIN, Chinese str., for Shanghai.
TEAN, British str., for Manila.

SHIPPING REPORTS.
The British str. *Haiyan* reports: Moderate N.E. breeze and clear weather throughout trip.

PASSENGERS.

ARRIVED.
Per *Princess Alice* for Hongkong, from Yokohama, Mrs. A. S. Williams, Mrs. Henry V. Bootes, Mr. C. Hanco, Mr. J. C. Kendall, Mr. J. Ahren, Mr. and Mrs. St. Clair; from Kobe, Mr. E. G. Elliott and Mr. C. Dawson; from Nagasaki, Mr. Iwanaga and J. R. Flynn; from Shanghai, Mr. A. H. Harris, Mr. F. Cole, Mr. Ezra Y. Botelho, Mr. A. R. R. Hasson, Mr. and Mrs. Sorenson, Mr. Max Weststrand, Dr. G. Mahr, Mr. A. Cervick, Mr. Michael Leide, Mr. and Mrs. Donnelly.

Per *Persia* from San Francisco, &c., for Hongkong, Mr. J. D. Auld, Mr. H. W. Dawson, Mr. Bert Hilton, Miss Edith Ianes, Mr. and Mrs. J. P. Lawrie, Mr. V. Moroni, Mrs. Davis, Rutherford, Mr. C. C. Selden, Mr. and Mrs. A. Wilson, Master R. Wilson and Miss Thelma A. Wilson; for Manila, Mr. A. H. Bishop, Mr. D. C. Brown, Mr. W. H. Clarke, Miss G. Clark, Miss A. Mildred Clark, Miss Mario Espino, Mr. A. E. Haley, Mr. and Mrs. J. Handy, Mr. J. R. Headman, Mr. J. H. Holloway, Mr. and Mrs. W. G. Moore, and two children, Miss E. B. Spenser, Mrs. M. Taylor, Mr. and Mrs. E. P. Thornton, and Mr. John H. Vale.

DEPARTED.

Per *Haiyan*, for Swatow, Mr. Harth Olsen; for Amoy, Mr. D. M. Mickie; for Foochow, Master James Thom and Miss Ed. Thom.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. S. S. Co. str. *Korea* from San Francisco sailed from Yokohama on the 24th inst. en route to Hongkong, and is due to arrive at Hongkong on the 1st prox.

The N.Y.K. str. *Tango Maru* (European Line) left Colombo for this port via Singapore on the 20th inst., and is expected here on the 2nd prox.

The T.K.K. str. *Nippon Maru*, sailed from San Francisco on the 12th inst., and is due to arrive at Hongkong on about the 8th prox.

THE AUSTRALIAN MAIL.
The N.Y.K. str. *Yingko Maru* (Australian Line) left Thursday Island for this port via Manila on the 20th inst., and is expected here on the 31st inst.

The E. & A. str. *St. Albans* from Sydney, &c., left Port Darwin on the 17th inst. for this port via Timor and Manila.

THE CANADIAN MAIL.
The C.P.R. Co. str. *Empress of China* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 14th instant p.m.

THE GERMAN MAIL.
The I.G.M. str. *Kleist*, carrying the German Mail, left from Berlin on the 25th ult., left Singapore on the 22nd inst. at 5 a.m., and may be expected here to-day at 5 a.m.

THE FRENCH MAIL.
The H.A. Line str. *Andrea* left Singapore on the 20th instant p.m., and may be expected here to-day at 5 p.m.

The P. & O. S. N. Co.'s str. *Socota* left Singapore for this port on the 22nd instant, at 5 a.m., and is due here to-morrow at about 6 a.m.

The N.Y.K. str. *Kitano Maru* (European Line) left Colombo for this port via usual port on the 19th inst., and is expected here on the 31st inst.

The T.K.K. str. *Keyo Maru* arrived at Yokohama on the 13th instant from South America, and is due to arrive at Hongkong on or about 1st prox.

The str. *Cleopatra* passed the Suez Canal on the 4th instant, and is due here or about the 1st prox.

The N.Y.K. str. *Hakata Maru* (Bomby Line) left Bombay for this port via ports on the 14th inst., and is expected here on the 1st prox.

The Olof Wijk & Co. str. *Yeddo* left Port Said on the 6th instant, and is expected here or about the 3rd prox.

The O.S.K. str. *Sotsuma Maru* left Tacoma for this port via Japan and Shanghai on the 10th inst., and is due here on or about the 10th prox.

The Barber Line str. *Sotsuma* left New York on the 10th ultmo for Hongkong and Far East.

The Mogul Line str. *Braemar* left United Kingdom on the 30th ultmo for Hongkong via the Suez.

The T.K.K. str. *Eugen Maru* sailed from Valparaiso for Hongkong on the 10th inst., and is due to arrive at Hongkong on about the 29th September.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & RD.	BRIT.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE UNSPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SIMIA	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, &c., VIA UNTAL PORTS OF CALL	PEMBROKESHIRE	Brit. str.	—	W. Barrett	JARDINE, MATTHESON & CO., LTD.	On 2nd Aug.
ROTTERDAM, RAMBURG & ANTWERP, &c.	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 5th Aug., at Noon.
ROTTERDAM & HAMBURG, VIA STRAITS &c.	SEGONA	Brit. str.	k. w.	Deinat	HAMBURG-AMERICA LINE	On 12th Aug.
HAMBURG & HAMBURG VIA STRAITS, &c.	BRISAVIA	Brit. str.	k. w.	Girstenbrui	HAMBURG-AMERICA LINE	On 23rd Aug.
HAFFEN & BREMEN & HAMBURG, &c.	SPEZIA	Brit. str.	k. w.	Faas	HAMBURG-AMERICA LINE	On 1st Aug.
HAFFEN & HAMBURG VIA STRAITS, &c.	LIBELLA	Brit. str.	k. w.	Karberg	HAMBURG-AMERICA LINE	On 9th Aug.
HAMBURG, HAMBURG & ANTWERP, &c.	TAOMA MARU	Jan. str.	k. w.	T. Stohr	HAMBURG-AMERICA LINE	On 13th Aug.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jan. str.	k. w.	F. E. Coppi	NIPPON YUSEN KAISHA	On 2nd Aug., at D'light
MARSEILLE, L. VIRE & HAMBURG, &c.	SILESIA	Brit. str.	—	Benes	HAMBURG-AMERICA LINE	On 21st Aug.
NAPLES, GENOA, ALGIERS, GIBRALTAR & SOUTHAMPTON	PRINZES ALICE	Brit. str.	—	P. Gross	MELCHERS & CO.	To-day, at Noon.
TIESTE, &c., VIA SINGAPORE, &c.	NIPPON	Am. str.	—	Tarabochi	SANDER, WILHELM & CO.	On 26th Aug., P.M.
NEW YORK VIA PORTS & SUEZ CANAL	INVERCLYDE	Am. str.	—	Jas. Findlay	SHewan, TONNES & CO.	To-day, at Noon.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	OTTERIC	Brit. str.	—	—	THE BANK LINE, LIMITED	On 4th Aug.
VANCOUVER (DIRECT)	OTTERIC	Brit. str.	1 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 12th Aug., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 12th Sept., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	—	—	On 9th Aug., at 11 A.M.
TAOMA MARU	TAOMA MARU	Jan. str.	—	—	OSAKA SHOSEN KAISHA	On 15th Aug., at 4 P.M.
AWA MARU	AWA MARU	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 12th Sept., at 4 P.M.
AWA MARU	AWA MARU	Jan. str.	—	—	TOYO KAISEN KAISHA	On 28th inst., at Noon.
TENYO MARU	TENYO MARU	Jan. str.	—	—	PACIFIC MAIL S.S. CO.	On 4th Aug., at 11 A.M.
PERISIA	PERISIA	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 14th Aug., at 1 P.M.
KOREA	KOREA	Nor. str.	—	—	PORTLAND & ASIATIC S.S. CO.	On 29th inst., at 5 P.M.
STRATHLON	STRATHLON	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 4th Aug., at Noon.
KUANANO MARU	KUANANO MARU	Jan. str.	—	—	MELCHERS & CO.	On 12th Aug., 4 P.M.
PRINZ WALDEMAR	PRINZ WALDEMAR	Jan. str.	—	—	—	On 26th inst.
YAWATA MARU	YAWATA MARU	Jan. str.	—	—	—	On 10th Aug., at 4 P.M.
YAWATA MARU	YAWATA MARU	Jan. str.	—	—	—	On 27th inst., at D'light
TANGO MARU	TANGO MARU	Dut. str.	—	—	—	On 23rd inst., at 6 P.M.
TIKEINI	TIKEINI	Jap. str.	—	—	—	On 15th Aug., at Noon.
KIYO MARU	KIYO MARU	Gor. str.	—	—	—	On 20th Aug.
BARON ADDROSSAN	BARON ADDROSSAN	Brit. str.	—	—	—	On 26th Aug.
CHENGKINGH	CHENGKINGH	Brit. str.	—	—	—	On 27th Aug.
WEIHAIWEI & TIENSIN	WEIHAIWEI & TIENSIN	Brit. str.	1 m.	—	—	On 28th Aug.
SHANGHAI, TSINGTAU, KORE & YOKOHAMA	SHANGHAI, TSINGTAU, KORE & YOKOHAMA	Brit. str.	2 m.	—	—	On 29th Aug.
SHANGHAI	SHANGHAI	Brit. str.	—	—	—	On 30th Aug.
HANGHAI, MOJI KORE & YOKOHAMA	HANGHAI, MOJI KORE & YOKOHAMA	Brit. str.	—	—	—	On 31st Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 1st Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 2nd Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 3rd Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 4th Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 5th Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 6th Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 7th Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 8th Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 9th Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 10th Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 11th Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 12th Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 13th Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 14th Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 15th Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—	—	—	On 16th Aug.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Brit. str.	—			

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL STEAMERS.

LONDON and ANTWERP	STEAMERS	27th July	Freight and Passage.
VIA SINGAPORE, PE. SINGAPORE	Capt. C. D. Goldsmith, E.N.E.		
NANG, COLOMBO, PORT SAID and MARSEILLES		27th July	
SHANGHAI, MOJI, KOBE, S. COCHIN and YOKOHAMA	Capt. G. J. Coldwell	About	Freight only.
SHANGHAI	Capt. H. Powell	About	Freight and Passage.
LONDON, VIA USUAL PORTS	DELHI	Noon, 5th Aug.	See Special of Call.
SHANGHAI, MOJI, KOBE, SARDINIA and YOKOHAMA	Capt. H. S. Bradshaw	10th Aug.	Advertisement.
SHANGHAI, MOJI, KOBE, SARDINIA and YOKOHAMA	Capt. C. C. Talbot, R.N.R.	About	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th July, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, AMOY and SHANGHAI	"HOIHOW"	On 26th July, 4 P.M.
SHANGHAI	"LINAN"	On 27th July, 4 P.M.
HAIHOW and HAIPHONG	"SINGAN"	On 28th July, 10 A.M.
SHANGHAI	"CHINHUA"	On 29th July, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUCHOW"	On 1st Aug., 4 P.M.
S.S. "LINTAN" and S.S. "SALIN"		Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried and REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "FAMING." Saloon accommodation of S.S. "KAI FONG" is situated on Deck aft. Saloon accommodation of S.S. "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A C. O.'s Launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung. FARE, \$45 SINGLE and \$30 RETURN. For Freight or Passaro apply to:

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th July, 1911.

TELEPHONE 36

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENTSIN, SWATOW, TSINGTAU, WEIHAIWEI & CHEFOO	"CHEONGSHING"	Thursday, 27th July, 4 P.M.
SHANGHAI	"KWONGSANG"	Friday, 28th July, Noon.
MANILA	"LOONGSANG"	Saturday, 29th July, 2 P.M.
MANILA	"YUENSANG"	Saturday, 5th Aug., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 8th Aug., Noon.
SHANGHAI, MOJI & MOJI	"FOOKSANG"	Tuesday, 8th Aug., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Koh (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo Tientsin & Newchwang.

Telephone No. 215. Sub. Exch. 4.

For Freight or Passaro apply to JARDINE, MATHESON & CO., LTD.,

GENEAL MANAGERS.

Hongkong, 26th July, 1911.

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HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPFSSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Carve at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black-Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

OUTWARD.	FOR HAVRE, BREMEN & HAMBURG:	STEAMERS	LEAVES.
FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. SPEZIA	... 1st Aug.	
S.S. AMERIA	... 28th July	WED'DAY, 9th Aug.	
S.S. ALESIA	... 9th Aug.	WED'DAY, 9th Aug.	
S.S. RHEINFELS	... 25th Aug.	WED'DAY, 12th Aug.	
S.S. SUFFIA	... 6th Sept.	WED'DAY, 13th Aug.	
S.S. SACHSEN	... 20th Sept.	WED'DAY, 21st Aug.	
S.S. BAYERN	... 6th Oct.	WED'DAY, 23rd Aug.	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Extra Large Saloons.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS

CAPTAIN

LEAVING.

"HAITAN"	Capt. J. S. Beach	FRIDAY, 28th July, at 1 P.M.
"HAICBING"	Capt. W. C. Passmore	TUESDAY, 1st Aug., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart WEDNESDAY, 26th July, at 1 P.M.

SUNDAY, 30th July, at Noon.

During the Month of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, JAPAN & CO.,

GENERAL MANAGERS.

Hongkong, 25th July, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
TENYO MARU	21,000	E. Bent	FRIDAY, July 25th, Noon.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 1st, Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, Sept. 14th, Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, Oct. 6th, Noon.

* Triple Screws, turbine engines.

* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Twin Screw Steamer "TENYO MARU" will be despatched for SAN

FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOAI-CHI, SHIMIDZU, YOKOHAMA & HONOLULU, on FRIDAY, 28th July, at NOON.

[1]

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO), Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	S. Tora	TUESDAY, Aug. 15th, Noon.
BYO MARU	16,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon.
HONGKONG MARU	11,000	H. Hinokuma	WED'DAY, Dec. 13th, Noon.

[1]

SALINA CRUZ or MANZANILLO

Yen. 420.00, Single

Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted upon Application.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION)

STEAMERS	TONS	SAILING DATES
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHESTER		

